APPENDIX H1

CONNECTIVITY IMPROVEMENTS ACHIEVED BY HS2 AND HIGH SPEED UK FOR:

HEATHROW AIRPORT

(extract from *HS2 - High Speed to Nowhere*)

Heathrow Airport

Airport	Heathrow
Passenger numbers per year**	**75.0 million**
Ranking amongst UK airports**	**1**
Number of cities directly linked by existing rail network (out of 31)	**1**

References:
HSUK London-Birmingham Rail Strategy
HSUK Regional Map 01
HSUK Heathrow Network Map
All available on HSUK website
www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/Busiest_airports_in_the_United_Kingdom_by_total_passenger_traffic

Heathrow : Intercity Connectivity with HSUK and HS2

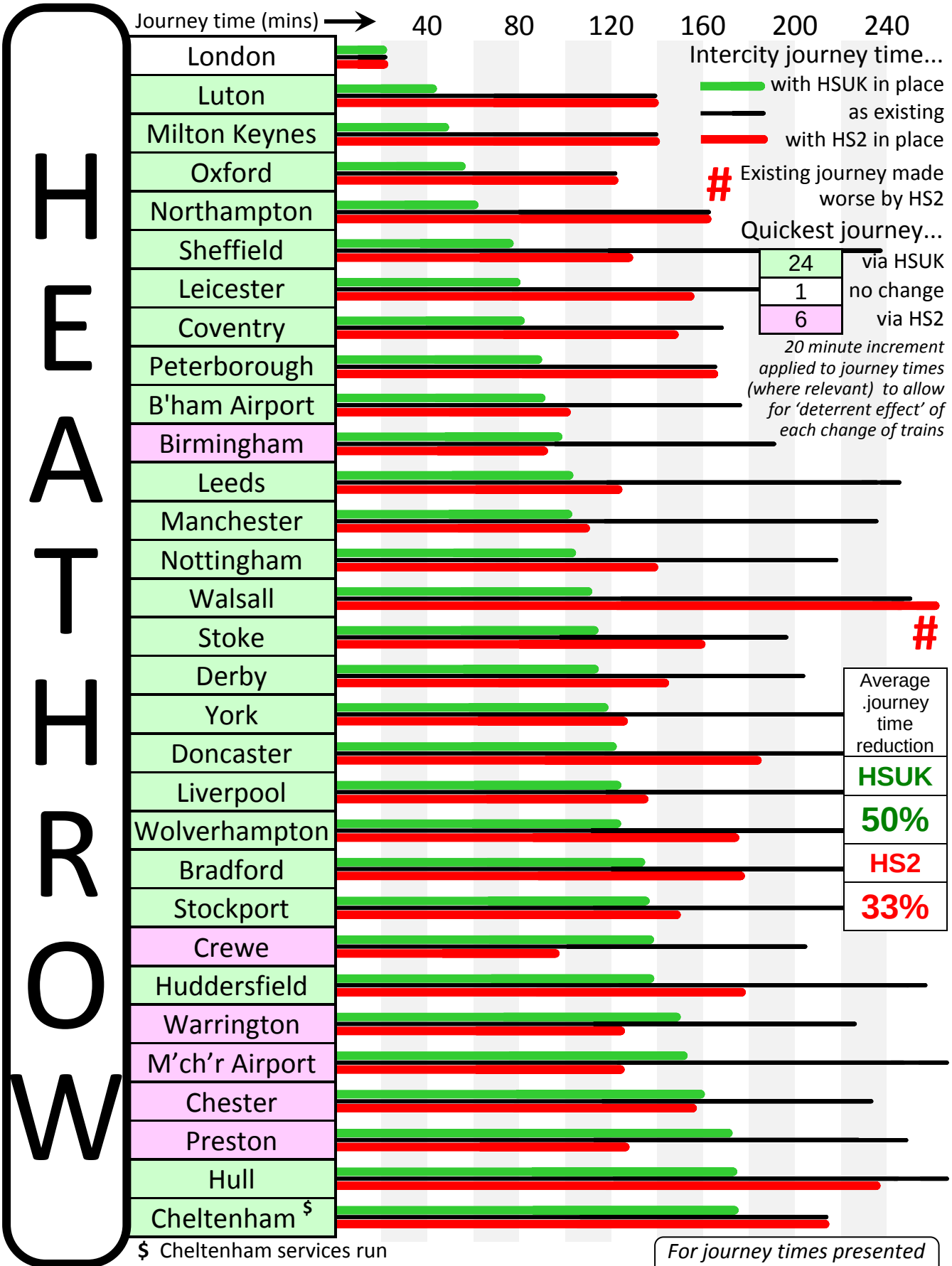
Heathrow	Average journey time reduction	Cities directly linked (out of 30)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	**50%**	**22**	**30**	**0**	**24**
HS2	**33%**	**0**	**23**	**1**	**6**

Heathrow is the UK's principal international gateway, nearly twice as busy as its nearest rival (Gatwick) and over 3 times as busy as the next (Manchester Airport). But the development of rail routes to provide the necessary 'landside' surface access across its nationwide hinterland has lagged far behind 'airside' development. It took 50 years to open Heathrow Express, the first main line railway to access Heathrow; but this provides direct links only to Paddington station in central London. Rail routes to most cities of the Midlands, the North and Scotland then require a Tube transfer from Paddington to either Euston, St Pancras or Kings Cross. This lack of international connectivity is a huge deterrent to inward investment in the UK regions, and is one of the primary contributory factors to the current North-South Divide.

One of HS2's key selling points to Midlands and Northern communities was the prospect of direct regional services to Heathrow. However, this was never practicable due to high cost of the proposed tunnelled spur, lack of capacity on HS2's 2-track London-West Midlands stem and inefficient configuration of the HS2 'Y' which dictated separate services to each regional city. As a consequence, the spur was cancelled and passengers instead will be forced to change trains at Heathrow to access a very limited range of regional destinations.

Under HSUK proposals, a new route will be created (mostly through the upgrading of existing lined in North-West London) to link the HSUK trunk at Brent Cross to the existing Heathrow Express system. This new route, combined with the extra capacity of HSUK's 4-track spine route and its much greater routeing efficiency, will allow direct links from Heathrow to most principal regional cities. The HSUK proposals require the development of Heathrow Express as a 'through' railway, with all arms – HSUK to the north, Heathrow Express to the east, 'Airtrack' to the south and Western Rail Access towards Slough – fully integrated to create a high capacity 'Compass Point' network enabling direct rail services from Heathrow to all principal UK cities.

HIGH SPEED UK & HS2 LINKS TO HEATHROW



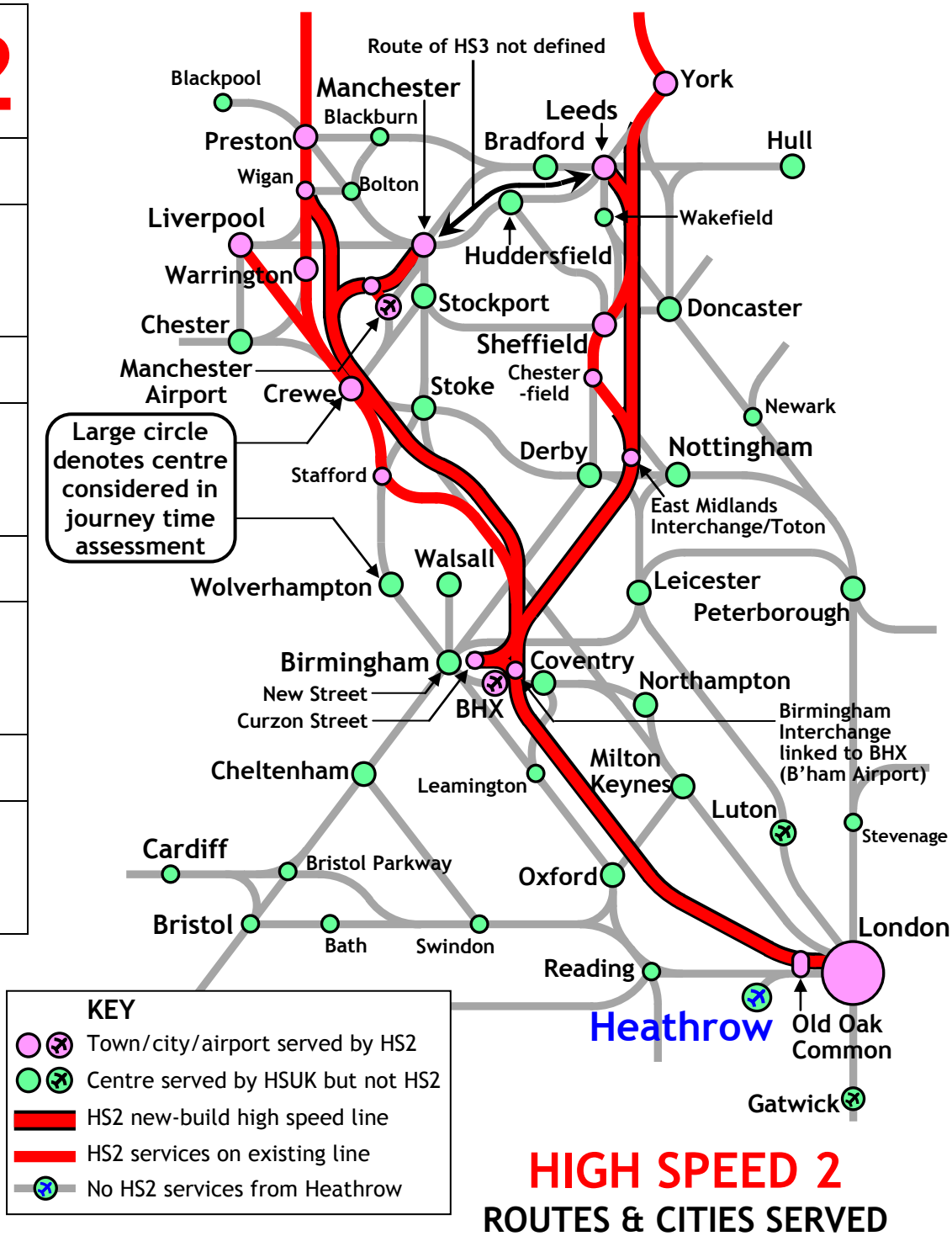
$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p242

HEATHROW

No dedicated HS2 spur, limited links to UK regional cities via change of trains at Old Oak Common

HS2
Average journey time reductions:
33%
No. of cities directly linked:
0
No. of journeys made faster:
23
No. of journeys made worse:
1



HEATHROW

Heathrow Express system developed & linked to HSUK for direct services to all principal UK cities

HSUK

Average journey time reductions:

50%

No. of cities directly linked:

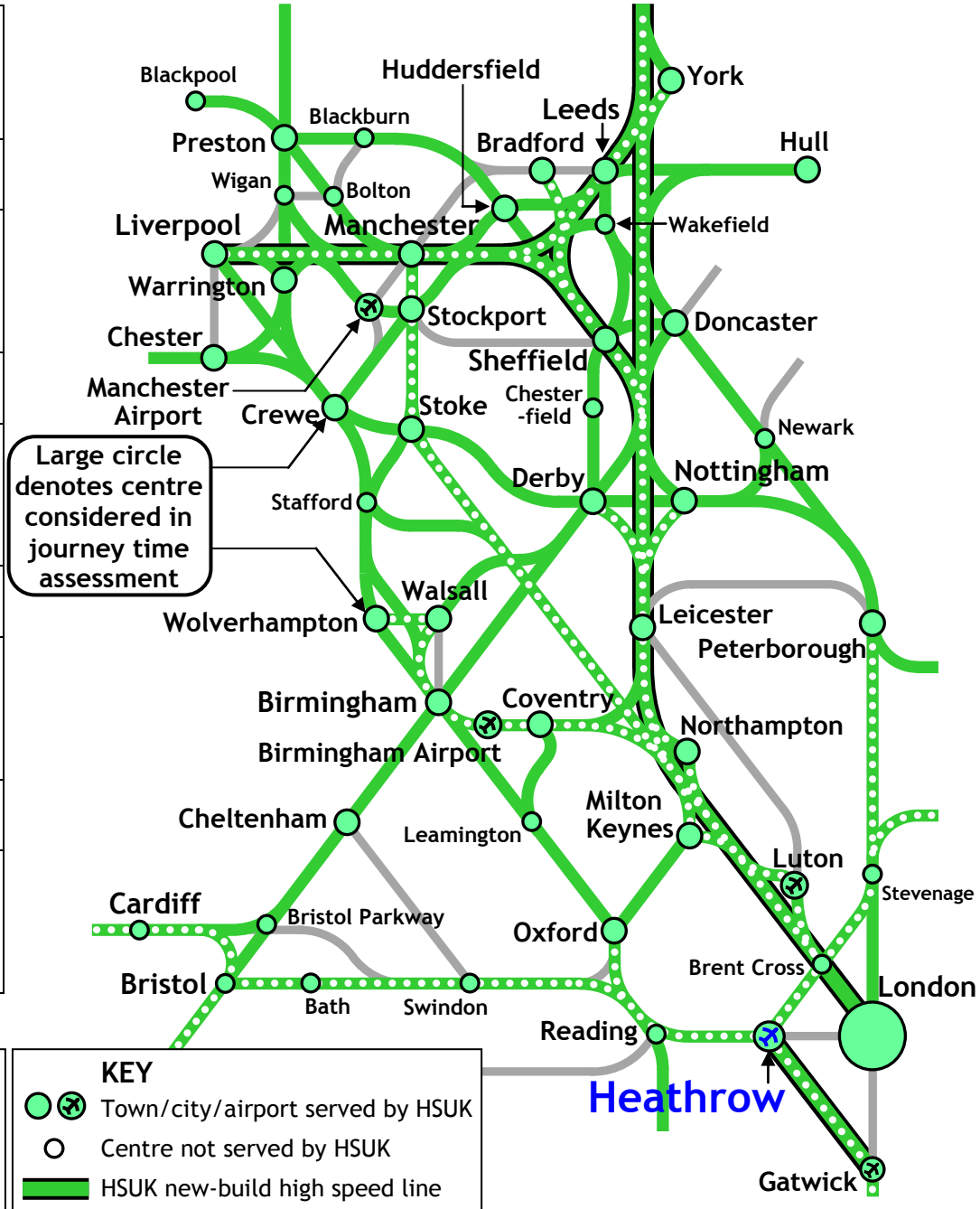
22

No. of journeys made faster:

30

No. of journeys made worse:

0



Heathrow Airport served by:
HSUK91,92,93,94
HSUK95,96,97,98
See Appendix A1

KEY
- Town/city/airport served by HSUK
- Centre not served by HSUK
- HSUK new-build high speed line
- HSUK services on existing line
- HSUK services from Heathrow

HIGH SPEED UK
ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from **Heathrow Airport**

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2		Journey made worse by HS2
Origin	Destination			HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
HEATHROW AIRPORT	Birmingham			98	191	92	98	0	151	2	72	1	
	B'ham Airport			88	178	101	88	0	138	2	71	1[B]	
	Bradford			135	312	179	115	1	252	3	139	2	
	Cheltenham			175	215	215	175	0	175	2	175	2	
	Chester			159	234	158	139	1	194	2	118	2	
	Coventry			79	168	148	79	0	128	2	98	2[B]	
	Crewe			138	205	98	118	1	165	2	78	1	
	Derby			113	203	143	113	0	163	2	103	2	
	Doncaster			120	213	184	100	1	173	2	144	2	
	Huddersfield			139	295	179	119	1	235	3	139	2	
	Hull			173	281	237	153	1	231	3	197	2	
	Leeds			103	246	124	103	0	206	2	104	1	
	Leicester			80	180	156	80	0	140	2	116	2	
	Liverpool			124	246	136	124	0	206	2	116	1	
	London			21	21	21	21	0	21	0	21	0	
	Luton			41	142	142	41	0	102	2	102	2	
	Manchester			103	236	110	103	0	196	2	90	1	
	M'ch'r Airport			153	275	124	133	1	215	3	94	1	
	Milton Keynes			46	140	140	46	0	100	2	100	2	
	Northampton			60	162	162	60	0	122	2	122	2	
	Nottingham			104	219	140	104	0	179	2	100	2	
	Oxford			54	121	121	54	0	101	1	101	1	
	Peterborough			86	165	165	86	0	125	2	125	2	
	Preston			171	250	127	151	1	210	2	107	1	
	Sheffield			77	238	128	77	0	198	2	108	1	
	Stockport			133	226	149	113	1	186	2	109	2	
	Stoke			112	198	160	112	0	158	2	120	2	
	Walsall			109	252	252	109	0	192	3	192	3	#
	Warrington			148	227	124	128	1	187	2	104	1	
	Wolverhampton			121	225	175	121	0	185	2	135	2	
	York			121	225	127	121	0	185	2	107	1	

A = Change introduced by HS2 B = Change via shuttle between Birmingham International and Interchange

= Journey made worse by intervention of HS2 (no adjustment made to existing journey time)

Generally, journey times adjusted by 20 minutes to allow for each change of trains. 30 minute adjustment applied for the special cases noted above ie A – extra change introduced by HS2 and B – shuttle connection between Birmingham International and Birmingham Interchange.